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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong, 1st July, 1908.

there are various objections to the site; that there is no apparent necessity for so large a scheme; and that it is no more accessible than the present refuge. But does the Government propose to do away with the Causeway Bay shelter? We have never understood the demand as being for a single shelter at one end of the harbour, but, rather, for one at each end. There is force in the argument as to the inaccessibility of the proposed refuge if it is intended that the boats working in the Eastern end of the harbour will have to run for shelter to Mongkok instead of to Causeway Bay. It would be a serious mistake to contemplate the closing of the present shelter. The reasons the Shipping Firms have urged against the new scheme are, as they point out, all in favour of first improving the Causeway Bay site, and it is satisfactory to observe that since the Shipping Firms called attention to the present disgraceful condition of the place the Government has paid some attention to the complaint and called for tenders for dredging the shelter. When we come to calmly reflect on the great typhoon of 1906 we fear the statement must be admitted that "for a typhoon, unsignalled, as in 1906, no refuge of any size or description or situation would be of any avail" and if it be admitted also that "lighters and large junks can ride at anchor as they have always done, and small craft can be well accommodated at Causeway Bay in ordinary typhoons," we practically deny that any necessity exists for another or even a larger shelter. It is late in the day to give expression to such views as these, but coming as they do from the representatives of the British shipping firms in the Colony, the Government must give them their due weight.

The Shipping interests would naturally be expected to protest against being burdened with the cost of a new shelter in the manner proposed by the Government. It is not, however, a selfish protest. The ground on which they make their protest demands the most serious consideration of the Government and the Community generally, for the proposals of the Government strike fatally at the policy to which Hongkong has owed its development. "The satisfactory development of our prosperity" declared Sir John Bowring when he was Governor of the Colony, "is mainly due to the emancipation of all shipping and trade from fiscal vexations and exactions." Well may the Government be warned to tread cautiously in the direction of the shipping firms.

Or course, it is not the Shipping Companies who would in the end bear the burden. As they point out, they can always "even up" on rates, so that ultimately all additional taxation is met by consumers.

The difference of even half a cent per ton might meet that transhipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton and elsewhere. The Shipping Companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or Shanghai or elsewhere with equal facility, but the Hongkong Government would realise, when perhaps it was too late, that they had driven trade into the hands of competing ports, willing and anxious to secure the

intrepid explorer.

Hongkong will have no reason to fear its rivals so long as the traditional policy of the Government is maintained, but we cannot fail to recognise that Hongkong stands in greater peril to-day from any increase in the taxation of shipping than at any previous time in the history of the Colony. The Port of Manila, by its freedom from tonnage and light dues and its improved harbour accommodation, has already developed at the expense of Hongkong trade, and unless the Government heeds the emphatic advice of the leading representatives of the shipping interest in the Colony, we may rely on hearing more of the development of Manila and other neighbouring ports, and of the consequent loss of trade to Hongkong.

Mr. R. C. Burgess has joined the Volunteers and Captain A. H. Todd is permitted to resign on leaving the Colony.

It is gratifying to note that the plague returns continue low. During the 24 hours ended yesterday five cases were reported, all three dollars.

The plague at Saigon has carried off a European victim there, Mr. Champoundy, a clerk in the Government service. He is the first European to die of plague at that port.

Mr. W. Goulet, Inspector of Police in the employ of the Singapore Municipality, was shot dead while standing in the verandah of his house at Kim Seng Place, a lane off Bras Basah Road last week.

A Committee of the Portuguese Chamber of Deputies has recently examined the Treaty of Commerce and Navigation concluded between Portugal and China at Shanghai in November 11, 1904; but beyond this no statement is published.

A shoot for the Rifle Club Handicap Cup will be held at King's Park Range on Saturday, 18th inst.

James Thomson, a seaman, was charged at the Magistrate yesterday with deserting from the "Lord Stanley." He pleaded that he had no intention of deserting but he got drunk and failed to return in time to the ship which sailed on Wednesday night. He was sentenced to fourteen days imprisonment.

Among the passengers by the s.s. "Marmara" yesterday was Lieut. Francisco Figueira, his wife and two children. Lieut. Figueira is en route to Macao. He will be remembered as the orderly officer who was driving with the late King Carlos when His Majesty was assassinated, and was afterwards presented by the Queen with the sword which the King wore at the time of his death.

The Second Chamber of the Dutch Parliament has just passed a law to naturalise two prominent Chinese residents at Batavia—a favour seldom granted. Objection arose on the ground that, by Chinese law, Chinamen retain their nationality despite any naturalisation in a foreign land. Mr. Van Kol, a Socialist, raised the point, but without success, that the Dutch Government should previously make inquiries how the naturalisation given stood in Chinese law. Mr. Van Kol pressed the matter to a division.

The recapture of HK by the Imperialists from the rebels in Yunnan has, says the "Straits Times," been followed by a revival of trade, which had been at a standstill from the moment the revolutionists held that city in force. Goods intended for the province remained at Haiphong, and Chinese carriers refused to run risks. The Railway Company has taken advantage of this change for the better for opening another station on the frontier. Traders at Haiphong lost no time in forwarding their stocks into Yunnan.

The original action, Leung-Lai-wan and others v. Kenter, Brocklemann and Co., reached the eighth day of hearing yesterday when evidence was proceeded with. There is a conjecture of work just now at the Supreme Court, and in order to gain time for the hearing of the cases set down His Honour the Chief Justice announced that he had arranged with the Police Judge to take the Criminal Sessions.

On Tuesday or Wednesday next he would be able to make definite arrangements regarding the hearing of the cases pending.

The stream of Chinese from the Rand to China continues to flow, and 2,359 were repatriated in May. The following figures are given by the "Westminster Gazette":—

Total number of Chinese imported... 63,453
(January 31, 1907) ... 53,553
Number on May 31, 1908... 21,637
Reduction since January 31, 1907... 32,119

The calculation made some time since was that by the end of the year there would not be more than 20,000 Chinese left, and it looks as if this calculation would certainly be correct.

Where is Dr. Sven-Hedin? A Paris contemporary, taking this question, says that some uneasiness is being felt concerning Dr. Sven-Hedin, the explorer. On October 7 last, he sent a message from Gartow in Upper Tibet, and on December 27 he announced in a dispatch which came through Gilcutta his intention of making his way through Ladak to the oasis of Chotan, whence he would return in the spring either by way of Peking or India. He was then writing to his parents, and informed them that they should hear from him within four months. Six months have elapsed without word from the intrepid explorer.

In the Times of the 12th ultimo there is a Hongkong telegram announcing the Canton Viceroy's consent to the payment of an indemnity of \$218,000 for the seizure of the "Tatsu-maru." Many old China hands must have rubbed their eyes when they saw the English equivalent of this sum stated as £23,600. Let us hope that somebody has informed the Times that its "Table of Foreign money and their English Equivalent" is very much out of date. The Editor of "Whittaker's Almanac," which is generally a very reliable book of reference, should also be informed that it is quite fifty years since ten Mexican dollars were worth £2 0s. 5d.

An exciting time was experienced in the Plaza East Hotel on Wednesday night. The No. 1 bar boy heard a noise upstairs and on going up found four men in the room, having dropped through the skylight. He dispatched another boy for the proprietor and closed the intruders in the room, where they were detained until the arrival of the police. They were brought before Mr. Kemp at the Magistrate yesterday, to whom they explained their presence in the hotel by the fact that they were in a gambling party on the roof and some one raised the alarm that the police were coming. In their panic to get out of the way they dropped through the skylight into the kitchen of the hotel. His Worship ordered them to pay the damage, three dollars.

Captain Townsend, of the Nippon Yusen Kaisha, some time ago had to return to England, having been attacked by a stroke of paralysis. Private letters have reached Japan that the attack proved fatal. Captain Townsend proceeded to Europe from Yokohama and met his wife at Marseilles, travelled to England, and stayed for a few weeks at Westward Ho. On his return to his home at Streatham at the beginning of May, he had another stroke while lying in his bed and died a few hours afterwards. His eldest son, who had been abroad and had not seen his father for some years, arrived at his home just an hour or so before his father died. The late Captain Townsend in the "Japan Chronicle" remarks, was of a somewhat retiring disposition, but was a man of an exceedingly kindly disposition and of sterling qualities.

More than 100 Chinamen who are employed in Liverpool laundries took part in a picnic last month at New Brighton. A hostile demonstration was made against them by Liverpool laundry women, who complain that they are training the laundry trade by under-cutting.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL DISSENSIONS.

LONDON, July 9th.

Replying to a question in the House of Commons Mr. Asquith, the Premier, said he was unaware of the existence of any dissensions in the Navy. If, upon inquiry, they were found to exist, he promised prompt and effective action.

SHIPPING WAR RISKS.

LONDON, July 9th.

The committee which has been investigating the subject has reported against a guarantee of war risks to shipping.

THE AMERICAN FLEET.

LONDON, July 9th.

The American Fleet has left San Francisco for the East.

OBITUARY.

LONDON, July 9th.

Baron Archibald Campbell Blythwood is dead, aged 71 years.

[Baron Blythwood was M.P. for Renfrewshire 1873-74; for the western division of the same shire from 1885-92. He was a Lieutenant-Colonel in the Scots Guards, served in the Crimea and has been Lieutenant-Colonel of the 4th Battalion Argyll and Sutherland Highlanders since 1878. He was also A.D.C. to Queen Victoria.]

[REUTER'S SERVICE.]

AEROPLANE CONTEST.

LONDON, July 7th.

The aeronauts Farman and Bleriot competed in Paris for a prize of ten thousand francs for the first aeroplane flying for a quarter of an hour. Mr. Farman flew for twenty minutes covering eleven miles.

THE NAVAL DISSENSIONS.

LONDON, July 7th.

The naval dissensions are the general cause of the navalists whose comments are of the most free description. Some urge the supersession of Admiral Lord Charles Beresford, failing his resignation, while others denounce the anti-Beresford intrigue by little navyites.

There are rumours in the Lobby that the Admiralty contemplates a decisive step regarding the strained relations existing between Lord Charles Beresford and the naval authorities.

PARAGUAY.

LONDON, July 7th.

Doctor Naveiro, late Vice-President of the Republic of Paraguay, has been proclaimed President, with practically the powers of a dictator. The cause and details of the revolution are obscure.

PERSIA.

LONDON, July 7th.

The Times' Teheran correspondent wires that Russia strongly supports the British demand for reparation on account of the disrespect shown to the British Legation, and for which the Shah has already made a substantial apology.

Sir Edward Grey, replying to a question by Mr. Dillon in the House of Commons, said that we had protested against the placing of troops around the Legation at Teheran, and he hoped that the matter would be satisfactorily adjusted but it was not yet concluded.

CHOLERA AT CANTON.

Our Canton Correspondent writes:—

Cholera broke out in the southern and eastern suburbs of the city a few days ago, and I am informed that it is spreading rapidly all over the city and many deaths have occurred. Quite a number of soldiers have contracted the disease and succumbed to it. It is said that the disease is of an acute nature and is difficult to cure.

The military department are taking precautions to cope with the deadly epidemic. A temporary military hospital has been erected for the treatment of the soldiers and special doctors were engaged to attend at the hospital and the barracks. Many of the barracks have been cleaned and disinfected. Prescriptions which have been proved to be effective are being distributed in the streets and published in the newspapers.

THE FLOOD.

The committee of the Flood Fund Bazaar beg to acknowledge with thanks the following further gifts and donations:—

The Electric Traction Company of Hongkong Limited. 50 Electric fans (one, electric current free). Machado's String Band. From 1.30 p.m. daily performance free of charge.

Philippine Co. Ltd. 1 large case Cigars (167 boxes). 1 large case Cigarettes (1500 pks.). Meers, Weissman Ltd. 100 pks. "Choco-lates" (one if required).

Italo-Asian Convent. A assortment of needlework, Cruz, Basto and Company—Large assortment of miscellaneous articles.

Mr. A. Wiel—12 flower ornaments. Bellios School for Girls—Large assortment embroidery, toys, picture books, confectionary etc., to the value of \$260.

Moors, Lane Crawford & Co.—165 tins biscuits, 72 tins soup, 24 tins salmon, 24 bottles sweet, 50 small mirrors and combs.

The Bazaar is to be open for seven days and nights. There are to be "three admissions daily," viz. 2.30 p.m. to 5 p.m.; 7 to 10 p.m., and 11 p.m. to 2 a.m. A charge of 50 cents is to be made for admission, and an additional 40 cents for the theatre.

The "Straits Times," commenting on Hongkong's activity in rendering assistance to the sufferers by the flood says:—

Never before has it been known that the unanimity and spontaneity of action have been as general as they are on the present occasion, when pity differences are sunk in the common cause of alleviating the sufferings and pangs of hunger of several tens of thousands of fellow creatures. Within a few hours the Tong Wan Hospital of Hongkong subscribed \$10,000 and promised another \$20,000. Allied, as Hongkong is in affinity and commerce with the millions of Kwangtung, if at all estranged from the inhabitants of Kwangtung, the response of the Chinese residents in the Colony to the appeal for help was natural, and it is a glorious act on the part of the Government to come forward with further assistance. It will go far towards tiding the peasants over their present difficulties, and may avert a recurrence of crime in the two Kwang provinces, which usually follows disaster, and affects the commercial interests of Hongkong.

THE C. E. AND M. CO.

The Agent and Manager in China of the Chinese Engineering and Mining Co., is as many of your readers must know, Major Nathan, brother of the late Governor of Hongkong. He is an able business man and a diplomatist, but he has had a difficult, if not an impossible task. He has to satisfy his directors, and he has to get on smoothly with the Chinese authorities. The latter have their own view of the result of the big law case which Chang-Yen-Mou lost in London three years ago. Since then there have been continual negotiations, but these have not had mutually satisfactory results. The Chinese are dissatisfied, and can make things very unpleasant for the Mining Co. The latter has been doing its best to make its position strong. It has been going into the matter of title deeds, &c., creating new ones when these were found to be defective. Now, however, there are rumours that a settlement is about to be effected. But apparently it is still to be negotiated, and the interests of the European and Chinese parties concerned are so diverse that it would be rash to anticipate a successful outcome.

Of course in any such negotiations the interpretation of documents would be an important feature, and there's considerable variance in the report that it is for this purpose that Sir Walter has come out to China.

THE FALKLAND RAILWAY QUESTION.

British companies and corporations naturally have to look after their own interests, which are mainly financial and political, but it cannot be said that in so doing some of them are conducting to the political or moral influence of Great Britain in the Far East. Take the Falkland Railway question, which is now one of the chief points in dispute between the Chinese and Japanese Governments. In this case the contract for the construction of the railway was secured by a British firm, and every Briton must consider that a cause for congratulation. But few Britons, probably, can approve the tactics pursued by the dispossessed British firm to meet their own ends. Apparently no abuse can be too strong and no fate too cruel for the Japanese unless they give way and permit this

British firm to build a railway obviously meant to compete with their own South Manchurian Railway.

I have the best of reasons for believing that the Japanese Government will deal fairly in the matter. Baron Hayashi, the late Japanese Minister to China, has left Peking and Mr. Ijiri, his successor, has not yet arrived from Tokyo, where he is now staying on his return from London. When Mr. Ijiri arrives the question should be settled, for he is a man who understands the Chinese even better than Baron Hayashi and is more of a *persona grata* to them: he is indeed *persona grata*.

I have very high authority indeed for saying that all the Chinese Government have to do is to bring satisfactory evidence that the Falkland Railway will not compete with or injuriously affect the South Manchurian Railway and the difficulty will be at an end. So far the Chinese have not done this—have not seriously attempted to do it. Of course this is very unfortunate for the British firm that has made the contract with the Chinese Government. But there is no sufficient reason for the said British firm trying to wage an anti-Japanese campaign in the British press.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.55 a.m.—The barometer has risen in Tongking, and fallen over N. China and Japan.

A depression moving Eastwards has passed from Shantung to the Yellow Sea.

Pressure remains high to the E. of Japan, and it is considerably above the normal also over the N. part of the China Sea.

Moderate S.W. winds may be expected in the South China Sea.

Winds over the N. part of the China Sea.

Hongkong: rainfalls for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

CANTON.

Viceroy Chang received on the 7th instant a telegram from Tso-tai Chow, president of the Chinese Chamber of Commerce of Shanghai, stating that a Cantonese merchant named Ip Yu Tin who failed in business up North is indebted to various Chinese banks in Shanghai to the extent of over 200,000 taels. Ip, after paying a 20 per cent dividend to his creditors fled to Canton. Tso-tai Chow requests the Viceroy to seize all Ip's properties in Canton. His Excellency has given instructions to the Nam Ho Magistrate to arrest Ip and distrain all his properties.

A Military instructor of the reformed army surnamed Leong who was returning home with his family after a banquet at midnight on the 6th instant had a rather exciting time in Wah Ning Lane in the Walled City. His attendant, a soldier, was carrying a lantern bearing the large characters "Wai-wu-pu." A trader coming from the opposite direction caught sight of these formidable letters, got so frightened that he did not know how to get out of the official's way, the street being very narrow, wet and slippery, and in endeavouring to avoid a collision, the unfortunate fellow missed his step and tumbled against the official's No. 6 concubine. This roused the temper of the warrior who set upon the poor fellow and ill-treated him. A policeman in the neighbourhood heard shouts of "Save life," approached the scene and took Leong and his victim to the Police Station, while the attendant escorted the family home. The poor man's face was covered with blood on arrival at the police station. The case was summarily dealt with by the officer in charge of the Station and Leong was asked to pay 50 cents compensation to the injured man, and when he left, Leong was told that he could go back. But now the "Bully" was scared to death lest his victim might take revenge, and he asked for an escort to see him safely home. The Police officer gave him two men to accompany him. The Chinese papers are ridiculing the military instructor's cowardice.

BUSSO-JAPANESE WAR CLAIMS.

THE BRITISH CLAIMS FOR COMPENSATION. The following questions were asked in the House of Commons a month ago:—Mr. Pike Pease (Darlington, Oppo.) asked the Secretary of State for Foreign Affairs what were the outstanding cases with regard to compensation for damage or loss incurred by British ships during the Russo-Japanese war.

Sir E. Grey (Northumberland, Barwick).—There are no cases outstanding with Russia beyond those referred to in the answers to the hon. member's other two questions of to-day. His Majesty's Government are still in correspondence with the Japanese Government with regard to the decision of the "Prize Courts" in the case of a vessel named the "Mukden."

Mr. Pike Pease asked the Secretary of State for Foreign Affairs whether he could make any statement with regard to the Hipsing, St. Ildes, Ikhone, and Oldham, and were cases still pending in regard to those boats before the Russian Prize Court; and if so, when was the information likely to be received.

Sir E. Grey.—The cases of the Hipsing, St. Ildes, and Oldham are still pending before the Supreme Prize Court of Appeal at St. Petersburg, and his Majesty's Government are doing all in their power to expedite their hearing. In the case of Ikhone, I am happy to say that the Court of Appeal have reversed the finding of the Libau Port Prize Court, and I trust that the claims arising out of this case may shortly be satisfied.

Mr. Pike Pease asked the Secretary of State for Foreign Affairs whether he could make any statement in regard to the case of the Knight Commander; whether he had received any answer to the inquiries continually pressed upon the Russian Government; and whether he had received replies to the inquiries which had been addressed to the Government in regard to the case of the Calches, and the claim arising in connexion with the detention of the P. & O. steamer Malacca in the Red Sea.

Sir E. Grey.—I beg to refer the hon. member, in connexion with the first portion of his question, to the answer I gave to the hon. member for North Hackney on the 2nd inst. His Majesty's Government are still without a reply to the representations made to the Russian Government in the case of the Calches. The matter will be again brought to their notice. I trust that the negotiations which are still in progress in relation to the claims arising out of the detention of the Malacca may shortly result in a settlement.

TROUBLE IN ACHEEN.

A notable achievement by the forces of the Government is reported from Acheen, under date June 20.

The most formidable rebel chief there is Taku Ben who has defied for years all attempts to kill or capture him. So clever was he in baulking pursuit that the authorities, in despair, sent for Captain Christofel; a smart scouting leader, who was then quelling a rebellion in the island of Flores, and he was told off to hunt Taku Ben down. On arrival in Acheen, Christofel was ordered instead to the district of Lio Semawe, where a rebellion was on the point of breaking out.

Upon this, the pursuit of Taku Ben was entrusted to Captain Scheepers, who commanded a flying column. He succeeded at last in capturing one of the slippery chieftain's sons along with his head wife and about 150 of his followers. Many arms also fell into the hands of the troops. The enemy were so hard pressed that surrender was their only alternative.

PLAQUE IN FORMOSA.

The Tainan correspondent of *The Japan Chronicle* says: "The effects of plague are still being severely felt in South Formosa. Up to June 7 in the town of Pao-hi-ku there were no fewer than 715 cases and 105 deaths. I visited Taku, and there it was reported to me that the cases of plague were still a considerable number. There are also a few cases here in Tainan. In a previous note I mentioned that a considerable number of houses were to be swept away because of plague. On June 10 the work of demolition began in Pao-hi-ku. About three months are allowed for the clearing away of all the ramshackle abodes. The Governor has allowed Y6,000 to cover the outlay involved in the removal. For each house rendered compensation is paid at the rate of 10 per cent of thirty-six square feet. That amount may pay for the removal of the buildings, but of course in no way compensates (and is not meant to compensate) the people for the loss of their houses."

SIR ROBERT HART'S ARRIVAL IN LONDON.

Right cordial, says the London *Daily Telegraph*, was the welcome that greeted Sir Robert Hart, Bt., G.C.M.G., Inspector-General of Maritime Customs in China, when he reached Southampton and dep the interests of all who were familiar with his unparalleled work in the Far East, to learn his latest views of the present and future of the most populous nation in the world. Lady Hart and their son, Mr. Edgar Bruce Hart, were on the quay awaiting the Norddeutscher Lloyd steamer York and as she drew near Sir Robert waved a kiss to Lady Hart. Not slight have been the sacrifices this pioneer of civilisation has had to make. For many years he has been separated from his country, and he comes home to join a grandson, Robert Bruce Hart, twelve years old, whom he had not seen before.

At Waterloo there were waiting to welcome

Sir Robert the Chinese Minister, Mrs. Bruce Hart, Miss Hart, Mrs. Porter, Sir Charles

Dugson (chairman of the China Association)

Sir John Macleay, Brown, D. Molynex, Mr.

Angier, Mr. and Mrs. C. Mr. Mayers, Mr.

McKean, Mr. S. M. Russell, and many who

have been in the Chinese Customs service.

Sir Robert Hart was asked whether he intended to publish the diary which he has kept in China. He replied that in his will he had left directions for the MS. to be burnt after his death, but at the siege of the Legation two attachés saved it, and now he was rather sorry it was not burnt. At present he had no intention of publishing it.

The London papers devote considerable space to chronicling the views of Sir Robert, "though he desired that what had passed between himself and his interviewers should be regarded as an informal conversation," and thus merely the same is reproduced rather than the words of the old man eloquent. As one of the writers remarks, Sir Robert speaks with such fluent and with such precision, that only a verbatim note could do justice to his discourse.

The following extract is from the *Daily Telegraph*'s account:

Sir Robert has the utmost faith in China and the Chinese. "You are an optimist," said the interviewer. "Yes, not only in regard to China, but in regard to things generally."

"What about the development of the country?" "Everything is progressing," said Sir Robert. "Railways, steamboats, mining, commerce, everything is going ahead."

"I repeat," he continued, "what I have often said, that the Chinese are an intelligent, most industrious, law-abiding people. Nowhere else are mental ability and literary culture more appreciated."

Sir Robert went on to explain that beneath their culture and their beliefs lay the doctrine, the ethics, of Confucius. "That great teacher professed no creed as to a future state, even as to the Dayi, but he taught that men must live as if there were a future of rewards and punishments, and a God; and they must do their duty to their fellow and to the community. We are taught 'Do unto others as ye would they should do unto you.' Confucius put it into the negative form, 'Do not to others what you would not have done to you.' The great result of these ethics is non-interference with your neighbour or with neighbouring nations. This touches foreign relations. The Chinese are not aggressive. They regard armies as not objectionable, but the events of the last fifty or sixty years have forced them to take defensive measures. Especially has that been the case during the last few years. In the sense of military aggression, there is no 'Yellow Peril.' But there are four hundred millions of people, and China must become a powerful nation. In his work, "From the Land of China" (Chapman and Hall), published in 1901, Sir Robert has developed these ideas. That work has been misunderstood, as he said himself. Briefly, he upholds the general thesis that China is bound, in process of time, to become a more or less arbitrary nation, and that it is to the interest of other nations to treat her with justice and consideration, which will not be forgotten in the future."

"When I was in Germany last year," said the writer, "I asked a German diplomat, 'What about China?' 'Oh, he replied, 'we shall all get notice to quit there.' 'Not so,' rejoined Sir Robert. 'It will not come to that. China will advance in commerce; her influence will extend and be recognised; and there will be no danger of that kind.'

THE TRIBUNE OF "THE TIMES."

Sir Robert Hart, who arrived in England yesterday, is not only one of the most striking personalities of the Far East, but must be accorded an honourable place among the greatest of living Englishmen, though, strictly speaking, he is of Irish birth and parentage. For a quarter of a century he has not left China, and it is there that his life's work has been accomplished; but it is safe to say that his name and the character of his achievements are known all over the civilised world. He has been Inspector-General of the Maritime Customs of China since 1863, and it is under his sagacious guidance and through his able organisation that the Service has grown from slender foundations into the striking and important structure of to-day. The Foreign Customs of China owe their origin to the disorganisation of the native administration in Shanghai in 1854, occasioned by the proximity of the Taiping rebels, and the defeat of the Imperialists troops by a force composed of foreign sailors and residents, who felt their security menaced. The Chinese officials surrendered the collection of Customs dues into the hands of inspectors nominated by three foreign Consuls. As the English representatives knew the Chinese language, they acquired full control of the organisation. The advantages of the new system in facilitating and regulating foreign trade led to its extension to the other open ports, and in 1856 the head office of the Customs in Peking. Since that time the work and importance of the Service has steadily developed, as new ports have been opened to trade, until now practically controls the foreign commerce of China on the coasts of the Empire, along its great rivers, and at various inland stations. Gradually, too, its duties and activities have been enlarged. It has provided for the lighting of the coasts and for the buoying of the rivers, and of late years the Customs Postal Service has been extended to cover the whole of the coast.

It is now possible that registration may

be granted in error to some one other than

the original owner, but in that event the latter

can obtain cancellation if he applies within

space of three years. Plainly, therefore, any

foreigner may secure his trade-mark against

fraudulent imitation if he adopts the simple

expedient of registering it. The whole com-

plaint is attributable to the fact that certain

Japanese legal tribunals have shown hesitation

in recognizing trade-mark similarities which

amount almost to identity. This was doubtless

due to inexperience, regrettable, but not by any

means justifying the outcry that has been made

or the charge that have been preferred against

the law of Japan.

under the supervision of the Inspector-General. The brilliant success with which the Service has been expanded and adjusted to its ever-growing requirements and responsibilities must be attributed to Sir Robert Hart. In discharging his duties he has exhibited rare qualities of intellect and character. Foremost, breadth of view, mastery of detail and organisation, and a shrewd judgment of men have been combined with a high sense of duty and unwavering loyalty and devotion to the land of his adoption. For years Sir Robert Hart has been regarded as the intermediary between the Chinese Government and foreign nations. What he has done for the furtherance of foreign trade and interests cannot be measured, and the long list of decorations which he has received from many Powers, shows that the services in this respect have not been overlooked. To the Chinese Government he has ever been a zealous and disinterested servant, and his knowledge of the country and its people and his genuine sympathy with them have enabled him to give valuable advice and assistance at many critical periods. It is not yet known who will be his successor, nor can there be any certainty regarding the future of the great Service which he has done so much to build up. China is passing through a time of change and ferment, and the new movements and tendencies visible among its millions render the outlook doubtful and uncertain. It is natural, perhaps, that the growth of national feeling should lead the Chinese to view with jealousy the foreign control of the Maritime Customs, and that the officials should desire to extend their hold over so prosperous and lucrative an institution. But the Chinese Government has pledged itself to maintain the organisation unchanged during the currency of the principal foreign loans, and has further promised that as long as English trade predominates in China, the Inspector-General shall be an Englishman.

As three of these steamers the "Tsukishima,"

"Hiuchi," and "Shiga Maru" were subse-

quently lost, the subsidised steamers at present

number 73, with a total tonnage of 189,273.

The steamers recently launched and in course

of equipment are as follows:—

SHIPPING NEWS.

Since the Japanese Shipbuilding Encouragement Law came into force in March 1898 the steamers built or in course of construction at dock-yards in Japan under the subsidy granted in pursuance with law number 83, with an aggregate tonnage of 209,000. Of these 76 steamers, of 167,746 tons, have already been completed at the following dock-yards:—

Steamers.	Tonnage.
Mitsubishi Dockyard	39 106,663
Kawasaki Dockyard	22 86,428
Osaka Iron Works	23 27,370
Ishikawajima Dockyard	2 2,910

Total 76 167,746

As three of these steamers the "Tsukishima,"

"Hiuchi," and "Shiga Maru" were subse-

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number 73, with a total tonnage of 189,273.

The steamers recently launched and in course

of equipment are as follows:—

Steamers.	Tonnage.
Mitsubishi Dockyard	3 21,000
Kawasaki Dockyard	1 8,600
Osaka Iron Works	3 4,160

Total 7 36,760

There are three steamers the "Tsukishima,"

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number 73, with

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not secured for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after which time the supply is limited. Only supplied for Cash. Codes: A.E.C., 5th Rd.

Telegraphic address: PARIS. Codes: A.E.C., 5th Rd.

1052. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

A GENT WANTED by German Painting and Shaving Brush Manufactury in a large way, one with established connection amongst Oil and Coloured. Wholesale Druggists and Hardware Merchants preferred. Write stating European references.

Box 3270, WILLINGE,
125, Strand, London,
England.

BEKANNTMACHUNG.

IMMEDIATE Handelsregister Abt. A, Bd. I, ist hute unter Numer 8 zu der offenen Handelsregister.

ARNHOLD, KARBERG & CO., eingetragen werden.

Edward Lüders in Niutschwang ist Prokura erweitert worden.

KAIERLICH DEUTSCHES KONSULAT.

Canton, den 8. Juli, 1908. 1053

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

ON MONDAY AND TUESDAY, the 13th and 14th July, 1908, at 4.30 P.M. each day at their Sales Room, No. 8, Des Vœux Road, corner of Ice House Street,

A VALUABLE COLLECTION OF POSTAGE STAMPS,

Comprising—

SIAM 20-TIGALS (very rare), BRITISH COLO-
NIALS, CHINA, LABUAN, BORNEO, MACAO,
GERMANY and GERMANY PORT OFFICE, POR-
TUGAL, SOUTH AFRICA, FORMOSAN REPUBLIC,
PRUSSIA, U.S.A., &c., &c.

(In Lots to suit purchasers).

Catalogues will be issued.

TERMS.—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th July, 1908. 1054

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer.

"MARMORA,"

FROM BOMBAY, COLOMBO AND

STEATS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, &c., ex. Himalayas.

From Australia ex. S. Britannia.

From Calcutta, ex. S. Palawan.

From Persian Gulf ex. E. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 9th July, 1908. 1055

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 16th July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 9th July, 1908. 1055

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

日 暦 英 中 年 +

1913 BEING FROM THE 1ST YEAR OF THE
70TH CYCLE, OR THE 30TH YEAR OF THE
TUNG CHI TO THE 39TH YEAR OF
KWONG SUI.

PRICE 32 CASH.

On Sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, TO-MORROW (SATURDAY), 11th July, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club.

Soldiers and Sailors in Uniform, Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong 8th July, 1908. 1048

NOTICE.

DRAPEY GOODS CHEAP SALE

Apply to—

No. 51 and 53, WELLINGTON STREET.

DART LOONG.

Hongkong, 7th July, 1908. 1044

NOTICE.

TENDERS

are invited for the supply of

60,000 TONQUIN HARDWOOD

SLEEPERS named "LIMXONE." Size—

3 ft. by 9 in. by 5 ft. 10.0 to be delivered in

two months after the acceptance of tender and

10,000 each in the following months, c.i.f.

Wongkow Railway Wharf.

Tenders, to be in Hongkong currency, must

be accompanied by \$1,000.00 and will be opened

at Railway Head Office on the 21st of July at

2 P.M. Sample sleepers must be submitted to

the Engineer-in-Chief's Office at least 10 days

before the opening of tenders.

The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD.

Canton, 26th June, 1908. 1003

NOTICE.

COLLECTIONS OF USED POSTAGE

STAMPS.

3,000 all different for ... \$95

2,000 do. ... 335

1,500 do. ... 25

1,000 do. ... 310

ARTISTIC PICTORIAL POSTCARDS,

MECHANICAL ANIMALS,

STAMP, POSTCARD AND BIRTHDAY ALBUMS,

and all Other Philatelic Goods.

GRACIA & CO.,

Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 1021

NOTICE.

JUST ARRIVED

LATEST STYLE

WHITE INDIAN GAUZE

STRIPED AND CHECK.

At 25, 30 and 35 Cents per Yard.

INDIAN-MUSLIN,

WHITE, BLUE, PINK & GREEN,

At 35 Cents per Yard.

WHITE DOTTED MUSLINS,

At 35, 55 and 60 Cents per Yard.

HOOSAIN-ALI & CO.,

25, Queen's Road Central.

Under Hongkong Hotel.

651

NOTICE.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907

\$17,837,119.

1. AUTHORIZED CAPITAL... \$3,000,000

SUBSCRIBED CAPITAL... 2,750,000

Paid-up CAPITAL... 857,500 0

2. FIRE FUNDS... 8,826,720 18 8

The Undersigned, AGENTS for the above Company, are engaged to ACCEPT RISKS

against FIRE in all their business.

SHEWAN, TOME'S & CO.,

Agents.

Hongkong, 27th April, 1907. 1019

NOTICE.

WEST RIVER FLOODS.

WE the Foreign Goods Dealers and Mer-

chants beg to appeal to the Public for

pecuniary assistance and co-operation in the

immediate relief of the sufferers from the

calamitous inundations caused by the recent

rainfall throughout the Valleys of the North,

East and West Rivers.

Any Subscriptions towards this charitable

object will be gratefully received and be used

at once for buying out to be immediately

sent up to the flooded districts.

Goods not cleared by the 15th July, at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Godowns

for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have

left the Godown.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 9th July, 1908. 1055

NOTICE.

TO LET

TO LET

NO. 5, "ORMSBY TERRACE" Kow-

loon.

NO. 4, SEYMOUR ROAD, 2 Flats.

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAMAYO."

Captain E. A. Thirkell, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 13th inst. at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN TOME'S & CO.

General Agents.

Hongkong, 6th July, 1908. 1043

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SAXONIA."

Captain Habel, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be landed at Consignees' risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

1042

S.S. "TOUAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex "Medos" from Havre ex "Medo" from Bordesaux ex "Ville d'Aras" in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 13th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th July, or they will not be recognized. All damaged packages will be examined on MONDAY, the 13th July, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 6th July, 1908.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All claims must be sent to the Office of the Undersigned before NOON on the 15th inst., or they will not be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,

Agents.

Hongkong, 6th July, 1908. 4

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,

KOBE AND MOJI.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 6th July, 1908. 1051

NOTICE TO CONSIGNEES.

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 6SSG. at \$6, 37 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT & CO.

Hongkong, 26th October, 1906. 739

INTIMATIONS

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT",

2 & 4 KENNEDY ROAD,

Hongkong, 9th February, 1907. 568

DR. M. H. CHAUN,

THE late Method of the AMERICAN SYSTEM OF DENTISTRY.

83, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 477

S I E N T I N G .

S U R G E O N D E N T I S T .

No. 10, D'AUGILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 575

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.

Wth CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SLEMMSEN & CO.

Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

Wth CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.

Hongkong, 18th March, 1907. 535

SANG MOW.

BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTERS & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

58, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908. 401

THE DIRECTORY AND CHRONICLE

FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 338

THORNE'S OLD VAT

CASE

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11

59

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD ALIVE SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.

701

DOCK NO. 3.

Extreme Length. 722 feet.

Length on Blocks 714

Width of Entrance on Top 964

Width of Entrance on Bottom 884

Water on Blocks at Spring Tide 344

DOCK NO. 1.

Extreme Length. 523 feet.

Length on Blocks 513

Width of Entrance on Top 98

Width of Entrance on Bottom 77

Water on Blocks at Spring Tide 64

DOCK NO. 2.

Extreme Length. 571 feet.

Length on Blocks 55

Width of Entrance on Top 86

Width of Entrance on Bottom 53

Water on Blocks at Spring Tide 22

PATENT SLIP.

Suits for vessels up to 6000

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL

is always kept on hand.

THE COMPANY has the powerful steamer

"OURA MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

908

PARIS LETTER.

SUPPAGETTES IN PARIS.

Paris, June 5.

some of the Major's bitterest enemies will never forgive him. When it was decided to place the late Emile Zola's body in the Pantheon there was an outcry raised by the Marquis de Montebello, who argued that the national sepulchre would be desecrated, and the illustrious dead resting within its walls dishonoured by the presence of Zola. The Marquis claimed a right to be heard as descendant of Marshal Lannes of Essling fame and demanded that the bones of Lannes should be removed from the Pantheon if the remains of Zola were to rest there. The "Nationalist" Press followed up the latter with disgraceful attacks on Zola, some of which are so gross as to be fit only for a newspaper. Frenchwomen have no sympathy for such "new women," and are not likely to facilitate their work. The campaign which they have just started in Paris is not destined to be crowned with success; any attempt on their part to create a disturbance will be severely and mercilessly dealt with by the authorities who will not show as much leniency towards them as do the police in London where for months past they have given the authorities enough to do.

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SHIPPING

ARRIVALS

DAGEN, Norwegian str., 883. O. Abrahamsen, 8th July—Daly 30th June, General Agent, Thorsen & Co.

ELAY, British str., 2,711, Bramson, 8th July—Palemberg, 2nd July, Kerosine Oil—Arnhold, Karberg & Co.

FOOCHOW, British str., 1,227, E. French, 3rd July—Wuhs 4th July, Rice—Butterfield & Swire.

JOHIN MARU, Japanese str., 702, H. S. Smith, 9th July—Tama 4th July, Amoy and Swatow 8th July—General—Osaka Shosen Kaisha.

KJELD, Norwegian str., 910, Hallerup, 9th July—Langkawi 30th June, Kerosine—Order.

KNIVEBERG, German str., 646, Honk, 9th July—Kwang-Chow 5th July, and Macao 8th General—Johsen & Co.

KWANTAH Chinese str., 9th July—Canton.

KWEILIN, British str., 1,026, Hards, 8th July—Yangtze Ports 4th July, General—Butterfield & Swire.

KWEIYANG, British str., 8th July—Canton.

LOCKSEN, German str., 1,220, W. Tambert, 8th July—Bangkok 30th June, Rice—Lord de L'Isle & Lloyd.

MARMOBA, British str., 5,239, G. H. C. Weston, R.N.E., 9th July—Bombay 25th June, and Singapore 5th July, Mails and General—P. & O. S. N. Co.

MENELAUS, British str., 3,006, R. J. Wedget, 9th July—Singapore 3rd July, General—Butterfield & Swire.

PROMETHEUS, Nor. str., 1,023, O. Korneliusen, 9th July—Saigon 4th July, Rice—Asmund, Thorsen & Co.

SAKUJI MARU, Japanese str., 3,759, S. J. G. Parsons, 9th July—London and Singapore 4th July, General—Nippon Yusen Kaisha.

SHANTUNG, German str., 1,000, C. Gosewitz, 3rd July—Bangkok 30th June, Rice—Butterfield & Swire.

TIENTHIN, British str., 1,227, E. Monkman, 9th July—Wakamatsu 3rd July, Coal—Mitsui Bussan Kaisha.

VOLTE, British str., 2,800, Scott, 8th July—Tientsin 1st July, Belfast—Arnold, Karberg & Co.

ZWEENA, British str., 941, A. Ramsay, 9th July—Samara 26th June, Sugar—Chinese.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 9th July.

Carl Diederichsen, German str., for Haiphong.

Dervent, British str., for Saigon.

Elas, British str., for Canton.

Foochow, British str., for Canton.

Hunch, British str., for Holloway.

Karberg, British str., for Canton.

Marmore, British str., for Saigon.

Menslaus, British str., for Japan.

Nikko Maru, Jap. str., for Manila & Australia.

Phranang, German str., for Bangkok.

DEPARTURES

9th July.

BUJUN MARU, Japanese str., for Swatow.

CHONGSHING, British str., for Canton.

DAGA, Norwegian str., for Vladivostok.

HANGANG, British str., for Chinkiang.

KNIVEBERG, German str., for Swatow.

KOKAT, German str., for Bangkok.

KWANTAH Chinese str., for Shanghai.

MANDAAN MARU, Jap. str., for Kuchinotzu.

NANSHAN, British str., for Swatow.

OAFA, British str., for Kuchinotzu & Seattle.

PEHO, British str., for Simpanghaen.

SAXONIA, German str., for Shanghai.

SKRAMESTAD, Norwegian str., for Saigon.

TAISHUN, Chinese str., for Canton.

VOLUTE, British str., for Palembang.

SHIPPING REPORTS

The British str. Foochow reports Light

sunrise and fine weather.

The British str. Tientsin reports Moderate

S. W. winds and fine clear weather.

VESSELS IN DOCK

July 9th.

ARMED DODGE—Kowloon Docks—Sorsogon, Fiume, Corvfield, Poughkeepsie, Wuldenburg, Hon. Ping, Guadalupe, Crowley, Montevideo.

COSMOPOLITAN DODGE—Surigao.

VESSELS PASSED ANJER.

June 12 British str. Dalmatia, April 8, from New York.

June 21, British str. Islander, Wright, June 19, from Singapore, for Christmas Island.

June 22, British str. Diodem, Farible, June 22, from Batavia, for Amsterdam.

June 23, German str. Onabreuck, Prohn, June 24, from Tjilatjap, for Batavia.

British str. Islander, Wright, June 23, from Christmas Island, for Singapore.

June 27, Dutch str. Wile, v. J. Putte, May 23, from Rotterdam, for Batavia.

Dutch str. Iason, de Boer, May 8, from Amsterdam, for Batavia.

British str. Glenely, Hart, June 27, from Batavia, for Delaware Breakwater.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERUAN GULF and BAGDAD, also BACONIA, VALENCIA, ALICANTE, ALGERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Pedone, will be despatched as above

TO-DAY, the 10th July, at NOON.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st July, 1908.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the

above Port TO-DAY, the 10th inst., at

2 P.M. A reduction of 20 per cent. on First

Class Fares to Foochow, will be made during

the Month of July August and September.

For Freight or Passage, apply to

DOUGLASS, LIAFAIK & Co., General Managers.

Hongkong, 7th July, 1908.

1045

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's

2 From Harbour Master's to Blake Pier.

3 From Blake Pier to Naval Yard.

4 From Naval Yard to East Point.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on S.A.T.U.R.D.A.Y., the 11th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's "CHINA" 8,000 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ABAMA" due in London on the 23rd August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 30th June, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Will be despatched for the above Ports on MONDAY, the 13th July, 1908.

For Freight or Passage, apply to

SHEWAN TOME'S & CO., Agents.

Hongkong, 9th July, 1908.

"GLEN" LINE OF STEAM PACKET

For LONDON AND ANTWERP

VIA SUEZ CANAL.

THE Steamship

"GLENAVON"

Captain Wolfenden will be despatched as above on MONDAY, the 13th July.

For Freight apply to

McGREGOR BROS. & GOW.

Hongkong, 7th July, 1908.

1016

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH"

Captain MacClelland, will be despatched for the above Port on or about the 15th July, 1908.

For Freight and further particulars, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 4th July, 1908.

1037

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SURUGA" ... 18th July.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 29th June, 1908.

672

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain Helm, will be despatched as above on TUESDAY, 21st July, at NOON.</

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MARMORA	About 9th July	Freight and Passage.
London via Usual Ports	MALTA	Noon, 11th July	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	YOKOHAMA	About 16th July	Freight and Passage.
London and ANTWERP via SINGAPORE, PENANG, SOCOSEA, ANG, COLOMBO, PORT SAID and MARSEILLE	YOKOHAMA	About 18th July	Freight only.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 6th July, 1908.

CHINA NAVIGATION CO., LIMITED.

POB	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"HUEPEH"	On 10th July, 8 A.M.
AMOY, CHIEFOO and NEWCHIANG	"KWEIYANG"	On 10th July, 4 P.M.
SHANGHAI	"SHAOHSING"	On 11th July, 4 P.M.
JAVA	"FORESTDALE"	On 14th July, NOON.
MANILA	"TEAN"	On 14th July, 4 P.M.
CHEFOO and TIENTSIN	"HUCHOW"	On 14th July, 4 P.M.
CEBU and ILOO	"SUNGKIANG"	On 15th July, 4 P.M.
MANILA, ZAMBOANGA, THUSS DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SIDNEY, with Transhipment for TASMANIA, NEW ZEALAND,ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
JOB	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 10th July, 4 P.M.
SHANGHAI	"KUONGSANG"	Saturday, 11th July, Noon.
TIENTSIN	"CHEONGSHING"	Saturday, 11th July, Noon.
SHANGHAI	"HANGSANG"	Wednesday, 15th July, Noon.
SHAI, YOKOHAMA, KOJI & MOJI	"KUTSANG"	Wednesday, 15th July, Noon.
MANILA, PENANG & CALCUTTA	"LOONGSANG"	Friday, 17th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 18th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "LOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Cooch, Tientsin and Newchow.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 9th July, 1908.

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